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[a28]

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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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Kowloon, 12th September, 1912. [a536]

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No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 23RD, 1912.

"Once more I venture to forewarn British politicians that it behooves them to familiarise themselves with the idea of Russo-Japanese guardianship over China, and virtual protectorate, resembling in character, but surpassing in results, Anglo-Russian tutelage in Persia." Thus Dr. DILLON in the September number of the *Contemporary Review*, but we fall altogether to see on what grounds he bases this conclusion, though allowance must be made for the persistent tendency of this publicist to view every international question through Russian spectacles. The starting-point of his chain of deduction is the Russo-Japanese Agreement of July, 1910, but it is a far cry from that to the institution of a Russo-Japanese Monroe Doctrine for Eastern Asia. That China's hold on Mongolia and the Three Eastern Provinces is loosening, and that their ultimate absorption by Russia and Japan is within the bounds of possibility, are propositions that few would deny, but it is quite another thing to say that "Nippon and Muscovy will rough-hew the destinies of China in their own way." The naval and military might of these two countries, or perhaps a wonderful mesmeric influence wielded by their statesmen, are to make such an impression on the Powers of Europe that they will not dare to lift a finger in interference—Germany, of course, will look on calmly while Japan and Russia proceed to rough-hew the destinies of Shantung, and France will raise no objection to anything they want to do in Yunnan. Dr.

DILLON is apparently quite satisfied on this point, for he adds that "it looks as though no Power could baffle their schemes." We will therefore accept his estimate, and will not make impertinent enquiries as to the position of foreign bondholders and the possibility of their putting obstacles in the way of these schemes; nor will we lay stress on the German, British, French, and Belgian railway loans. Western Europe and the United States of America being thus set aside, there still remain three parties, for China cannot be put out of the discussion merely by instituting a false parallel between it and Persia, or by cheap sneers at "English and Australian advisers" who are to "waste their wisdom on the desert air." There is rapidly developing in China a national consciousness and sense of community of interest—the outcome of the fact that for the past year the whole land has, for the first time, been working together for the attainment of a common end. This means that the whole weight of China would be thrown into the scale, if need be, against Japan and Russia, and that, if it wishes to resist the "rough-hew," Peking will be able to speak with the knowledge that it has behind it the unanimous sentiment of the whole country; and, on the other hand, should Peking show weakness or a tendency to temporize, the unanimous sentiment of the whole land will make itself felt as a stimulus. Publicists may wave China aside as a disturbing factor in their nicely-laid calculations, but China refuses to be waved aside, and neither President YUAN nor the people are likely to submit to having their national affairs regulated by two other Powers, unless the latter have acquired the right at the point of the sword. It might be objected, too, that there is no essential reason why Russia and Japan should be selected as the two Powers who are to act as self-constituted guardians of China, when we have ourselves, in our Treaty of Alliance, covenanted with Japan to uphold "the independence and integrity of the Chinese Empire"; but Dr. DILLON evidently feels at liberty to claim that treaties are only paper bonds and cease to be of any avail as either party finds necessity for breaking them, and he would no doubt say that in questions of this sort it is the sentiments and intentions of the High Contracting Parties that we have to look to. Even assuming this, it still remains to be demonstrated that there exists between Japan and Russia such community of interest and harmony of views as would satisfy each party that it was justified in throwing down the gauntlet to the Western world for the attainment of the common end. The one salient feature of Russia's Far Eastern diplomacy seems to have been overlooked, though the same motif—the desire to acquire an ice-free port—is found underlying all her dealings with China so far back as 1689, when the Treaty of Nerchinsk was signed. If the Balkan imbroglio results finally in the opening of the Dardanelles to Russian men-of-war, the need of a Pacific port may not be so pressing, but for the present the need remains, and though in their temporary exhaustion the two Powers found it expedient a year or two ago to bow to their situation and pool their claims on Manchuria, we cannot believe that Russia regards that as a final settlement, or that she will rest indefinitely without making another effort to attain her end.

Though to outward seeming the two Powers have temporarily sunk their differences, this factor must re-emerge as soon as it seems good to Russia that it should do so, and even now must prevent any such harmony of purpose with Japan as would enable the two Powers to work together against the rest of the world in the way contemplated by Dr. DILLON.

The hired transport *Soudan* is due on Sunday, 27th inst.

Telegraphic communication with Holo, Cebu and Zamboanga, etc., is restored.

Captain H. Mallinson, Lieuts. C. R. T. Thorp and K. Lambert, 98 N.C.O.'s, and men, 1st K.O.Y.L.I., and other details arrived from Hankow per str. *Chinqua*.

Garrison orders contain the advice to soldiers that all National Health Insurance Cards on completion must be put under cover, properly addressed, and postage prepaid, before posting.

Extra provision is being made for excursionists to Macao this week-end by the Hongkong, Canton and Macao Steamboat Co., for particulars of which the reader is referred to the Company's advertisement on page 7.

Two chair coolies were brought before Mr. Melbourne at the Magistracy yesterday, charged with causing injury to a child. The mother and child were walking along Gage Street and the coolies rushed across the street to pick up a fare and knocked the child down, causing an injury to her head. His Worship fined the defendants \$1 each and cautioned them.

Yesterday the British and foreign warships in port dressed ship in honour of the anniversary of the birthday of the Empress of Germany.

The return of visitors to the City Hall Library and Museum for the week ending the 20th October shows that 412 non-Chinese and 104 Chinese visited the Library, and 104 non-Chinese and 2,845 Chinese visited the Museum.

A report was current in Bangkok, on October 8th, that the defaulting cashier of the Hongkong and Shanghai Bank at Hongkong had made his way into Bangkok. On the arrival of the *Dona*, there was a great stir in anticipation of the capture of the thief. A representative of the Hongkong Bank, together with Mr. S. Groves, of the police, boarded the vessel, but their investigations failed to reveal any person answering to the description.

A woman living in Fat Hing Street reports to the police that four men entered her residence on the pretence of taking a basket there, and one of the four, who was armed with a revolver, caught her by the throat and threatened to kill her if she called out. A second man kept guard while the other two attempted to snatch the bangles from her wrists. Evidently the men became frightened that her screams would bring others on the scene, and they decamped without stealing anything.

At the Magistracy yesterday a Chinese contractor was charged before Mr. E. A. Irving with failing to take proper precautions during blasting operations at Yaumati. For the prosecution it was stated that after the blast stones fell into Shanghai Street, one alighting on the head of a man and "broke" it, as the witness said. Mr. Gardiner, who appeared for the defence, said the man had taken every precaution. His Worship accepted this view and dismissed the charge.

The question of Hongkong coolie recruiting came under discussion at a North Borneo Chamber of Commerce committee meeting held on September 23rd, when the Secretary was instructed to address the Government, as the present position amounted to an absolute deadlock. In view of the seriousness of the situation, the Officer Administering the Government was to be asked that the whole matter might be settled by cable communication, and was also to be asked to suggest that the Court of Directors should make representations to the Colonial Office, placing the whole position before them, and invoking their aid to end the present untenable position.

A Chinese free library has been opened with great ceremony in Rangoon in view of a large number of Chinese youths who have received an English education, and the absence of facilities to improve their knowledge of English after leaving school. "The Friend of Chinese Society" felt the need of a free public library and conceived the happy idea of establishing one. The Celestial Buddhist Association having decided upon dissolution, the furniture and books of this organisation were made over to the other Society to form the nucleus of the proposed library. The library is stocked with a regular supply of local dailies and weeklies and also a large number of English illustrated papers, magazines and other periodicals. The object of the founders is to foster a love of reading in general and culture in particular.

BOYCOTT OF A CHINESE STEAM-BOAT COMPANY.

A large number of people assembled on the Hau Tak wharf on Monday night with the object of making a demonstration against the *Wing On* steamer, which for some reason or other they wished to boycott. The police having been informed of what was happening arrived on the scene, and several people in the mob commenced to throw stones. Police Sergeant Angus was struck on the hand with a stone, but not seriously, and one man was arrested and brought before the Magistrate yesterday and fined \$10.

THE RAYMOND TEAL COMEDY COMPANY.

This Company of entertainers played "My friend from Australia" to a fair audience in the Theatre Royal, last night, and the efforts of the artists were awarded with generous applause, the production being very effective.

PROHIBITION OF SAND CRACKERS AT SINGAPORE.

A new bill is to be introduced into the Legislative Council, extending section 7 of the Explosives Act to include the prohibition of the manufacture, possession and importation of sand crackers. The objects and reasons stated:—The nuisance and danger caused during the last Chinese New Year Festival by disorderly persons throwing sand-crackers at women in the public thoroughfares of the town called forth so much resentment and indignation on the part of the public as to demand its suppression by strong preventive measures lest its recurrence should lead to serious breaches of the peace.

LESSOR AND LESSEE.

At the Magistracy yesterday an interesting case was heard before Mr. Irving in which the master and the owner of a junk were summoned to explain why they had removed from the Crown foreshore near Castle Peak Bay stone without a permit from the Director of Public Works. Mr. Edwards, building inspector in the Public Works Department, appeared in support of the summons, and Mr. F. B. L. Bowley represented the defendants.

Mr. Edwards stated that on October 8th he went to the locality in question and there saw defendant's junk engaged in removing stone from the foreshore. The stone was being conveyed from the shore to the junk in a sampan, and five people were on the shore quarrying the stone.

Cross-examined by Mr. Bowley, witness said he knew that the first defendant was constructing a breakwater for the Admiralty at Kowloon, and in order to construct that breakwater he required quantities of boulders such as those witness had seen in the junk. There was no reason to suppose that the stone was going anywhere than to the Admiralty breakwater.

Mr. Bowley—They were going from the King's foreshore to the King's breakwater?

Witness—I suppose so.

Mr. Bowley—Was the junkmaster doing any injury to the foreshore by removing the stone from that particular spot?

Witness—No particular injury, but he was doing it without a permit.

His Worship—And removing the stone?

Witness—Yes, and removing stone the property of the Crown.

Mr. Bowley—No injury to an embankment or a paddy field or anything like that?

His Worship—Is there any reason why the defendant should prefer to quarry outside a particular area?

Witness—I know no reason except perhaps perversity, or that the stone could be more easily obtained in the particular area from which it was taken. There is some stone that does not need blasting.

Mr. Bowley submitted that the second defendant (the owner) had not committed any offence. The charge was "collecting and carrying away stones without a permit from the Crown foreshore," but it was clearly proved from the evidence that he had not been connected with the carrying away or collecting of the stone.

His Worship observed that the defendant had not taken sufficient precautions to see that his employees were not collecting the stone.

Mr. Bowley replied that the master was not responsible for that action.

His Worship—Why?

Mr. Bowley contended that it was possible for him to have given his servants instructions which they had disobeyed. He was the owner of the junk and had leased it to the first defendant and told him to bring a cargo of stone and he would buy it from him, deducting the rent of the junk from the price to be paid for the stone. The relationship between the parties was that of the lessor to the lessee or as between buyer and seller. Civilly, there was no responsibility for this action and criminally there could not be.

His Worship—A rent collector is responsible for the stamped receipts made out by his servants.

Mr. Bowley—That is a revenue case, your Worship.

His Worship—I think this is similar.

Mr. Bowley—There is no revenue attached to this.

His Worship—Are the quarries leased?

Mr. Edwards—The quarries are leased.

His Worship—Is there a fee attached to this lease or permit?

Mr. Edwards—There is a fee attached to these permits for collecting stone.

Mr. Bowley pointed out that in the case of receipted bills any deficiency in the stamping might be used by the servants for their own benefit. In that case no such thing could be said, and the relationship between master and servant did not exist. Supposing the second defendant had told the first defendant not to take the stone from any places other than those where he had permission and he took upon himself the responsibility of taking it from places other than those, he could not see how the first defendant could be held responsible. Of course if the Ordinance had been framed differently the permit holder might be held responsible for the action of the subcontractor in abusing the limits of the permit. In the case of the second defendant it might be taken that he had mistaken the marks indicating where he should take stone from and that he acted through ignorance. He thought the first defendant should be cautioned and that the second defendant should be dismissed.

His Worship replied that he would give his decision next morning.

A Crisp Chinese saying:—"A loan I did it."—From a Home paper.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

RECORD BATTLE IMMINENT.

BRITISH NEUTRALITY.

LONDON, October 22nd.

King George has signed a declaration of neutrality.

BULGARIAN ADVANCE.

Reuter's correspondent at Sofia telegraphs that official despatches state that the Bulgarians are advancing in all directions and that the Turks are retiring in disorder, abandoning rifles, howitzers, ammunition and provisions. The advanced posts of the Bulgarians extend to the immediate vicinity of Kirk Killiseh and line the fortifications round Adrianople.

LATER.

The *Daily Telegraph's* correspondent at Sofia wires that the Bulgarians have captured Kirk Killiseh and also Cherman, southward of Mustapha Pasha in the Stretma Valley. The army is nearing the Salenika-Constantinople Railway and has reached Diphita, 45 miles south of the frontier.

RECORD BATTLE FORESHADOWED.

The despatches foreshadow that Europe is on the eve of a record battle in which probably well over half a million troops will participate.

The *Times* correspondent indicates the magnitude of the operations by pointing out that before the end of the month Turkey will have 700,000 men in the field, and may counter the Bulgarian attack by invading East Roumelia.

TURKISH BOMBARDMENTS.

The Turkish warships, which have been hovering on the Bulgarian coast, bombarded different points, including Euxinograd, near Varna, where they endeavoured to effect a landing, but their boats were driven off by volleys from the troops on shore.

RAILWAY DISASTER AT SMYRNA.

The *Standard* correspondent at Smyrna telegraphs that a goods train collided with a troop train at Ephesus and 250 soldiers were killed and injured. The British Seamen's Hospital has been placed at the disposal of the authorities.

HEAVY FIGHTING BETWEEN GREEKS AND TURKS.

A message from Constantinople states that it is officially announced that fighting continues round Elassona, where the Greeks have already lost over 1,500 killed.

LATER.

The Greeks occupied Diskata, westward of Ellassona after a stubborn resistance.

Reuter's correspondent at Athens telegraphs that the Greek squadron landed a force at Lemnos, summoned the authorities to surrender, and proclaimed a blockade of the islands.

SERBIAN ACTIVITY.

The King of Serbia and headquarters staff have arrived at Vranja.

AUSTRIA AND ITALY.

LONDON, October 22nd.

Reuter's correspondent at Pisa telegraphs that the Austro-Hungarian Foreign Minister, Count Berchtold, arrived on an official visit and was received by Marquis Giuliano.

King Humbert grants an audience to the Minister to-morrow.

CHINA AND THE OPIUM AGREEMENT.

LONDON, October 22nd.

In the House of Commons on Monday Mr. Asquith, in reply to Sir J. D. Lees, said that the Government had at present no intention of withdrawing from the Opium Agreement on account of China's failure to carry out the provisions for progressive diminution of cultivation of opium in China, as the Government wished to make full allowances for China's present difficulties, but may have to reconsider the question hereafter.

MR. ROOSEVELT.

LONDON, October 22nd.

Mr. Roosevelt has gone to Oyster Bay.

JOHNSON FIGHT CANCELLED.

LONDON, October 22nd.

Reuter's correspondent at Sydney telegraphs that the fight arranged to take place between Johnson and Langford on Boxing Day has been cancelled on account of the charge of abducting a girl which was brought against Johnson.

HONGKONG LEGISLATIVE COUNCIL.

A BATCH OF QUESTIONS.

A meeting of the Legislative Council is called for to-morrow.

THE STATE OF THE ROADS.

The Hon. Mr. F. E. Pollock has given notice of his intention to ask:—

1.—Is the Government aware that for several months portions of the following roads—Barker Road, Magazine Gap Road, Seymour Road, Robinson Road and Hollywood Road have been in a state of disrepair?

2.—Will the Government state why these roads were not given attention as soon as it became necessary to repair them?

THE ESCAPE OF A PRISONER FROM THE HOSPITAL.

The Hon. Mr. H. E. Pollock, K.C., will ask:—

Why was the man who entered Beaconsfield Arcade at night and who subsequently escaped from the Government Civil Hospital sent to that Hospital instead of to the Prison Hospital? Was there not room in the Prison Hospital at the time? Were there any other persons under Police detention in the Government Civil Hospital at the time. Will the Government lay upon the table the statement, or, if more than one, the statements of Chinese Constable 393 as to how the man succeeded in making his escape? Did the Constable let the man out of his sight accidentally or intentionally, and, if so, for how long?

TRUCKS AND TROLLEYS.

The Hon. Mr. Pollock will ask:—Are any steps taken, and what, and by whom, to test the efficiency of brakes on trucks, trolleys and handcarts, when loaded up? Are there any and what Regulations in force making the use of such brakes compulsory under a penalty?

THE PRISON STAFF.

Hon. Mr. H. E. Pollock, K.C., will ask:—

Will the Government give the numbers of (i.)—Prison Officers on the European Staff, and

(ii.)—Prison Officers on the Indian Staff, who have been on the Prison Staff and who have either (a) left or (b) been dismissed from the Prison Staff, for each year since and including 1902? Will the Government also state in how many of such instances the Officer was drafted from the Prison Staff into the Police Force?

THE ESCAPE FROM THE GAOL.

The Hon. Mr. Pollock has given notice of his intention to ask the following series of questions in regard to the escape of a notorious prisoner from the Gaol:—

(i.)—Will the Government state what kind of instrument was used by the prisoner who escaped from Victoria Gaol in the early morning of the 5th instant in digging his way out through the wall? Will the Government also state how the prisoner (so far as can be ascertained) managed to get hold of such an instrument?

(ii.)—Will the Government lay upon the table the Departmental Inquiry as to how the prisoner made his escape?

(iii.)—Will the Government state how often during the night each cell is looked into,

(a.)—By an Officer on the European Staff, and

(b.)—By an Officer on the Indian Staff?

(iv.)—At what hours do the sanitary coolies go round the cells and under what supervision do they go round? Are they Chinese and are they free men or prisoners?

(v.)—How many Officers and of what rating,

(a.) Belonging to the European Staff and

(b.) Belonging to the Indian Staff are inside of the walls of the Prison, at one and the same time, between the hours of midnight and 5 a.m.?

CHINA AND HER FUTURE.

The following letter appears in the *Times* of the 23rd ult.:

SIR,—There is a practical illustration of the soundness of the deductions in the article on China in the *Times* of to-day and of the editorial comments thereon in the fact that the production of tea this season has increased, although the provinces where it is mainly manufactured were close to the disturbances. Even the markets went on the even tenor of their way, although the Chinese part of Hankow was destroyed. Not only is the crop larger this year, but so far there is an absence of low-grade tea. The predictions, in fact, of interested dealers that there would be no China tea this year were completely justified. The organization of labour in China is admirable—strikes are of rare occurrence, and there is no allotment of coolies from one estate to another, as is common in India; and although any change in the national character will take centuries to evolve, the new governing powers, who are largely guided by men who have received a Western education and training, are bound to gradually influence the whole body politic. Already they are seeking if they can learn anything useful in the way of agriculture from our colleges. In the way of commercial neatness they are already our masters. Yours faithfully,

C. LAWRENCE, Secretary.

China Tea Association.

Chesterfield House, 93, Great Tower Street, September 25th.

SUPREME COURT.

Tuesday, October 22nd.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. REES
DAVID, C.J. (CHIEF JUSTICE).

The hearing of the charge against Ibrahim, a soldier in the 126th Baluchistan Infantry, of feloniously murdering a Subadar in the same regiment, named Ali Shafa, was resumed yesterday.

Mr. Jenkin, for the defence, continued his cross-examination of a corporal of the Regiment. Witness said that he was half asleep when he was awakened by the report of a gun, and he would swear that he saw the accused staggering backward as the result of the gun kicking, but later contradicted himself, and then re-affirmed his original statement. He examined the gun in the guard-room because he was suspicious.

Mr. Jenkin—Why did you not say that at Canton?—Because I was not asked.

His Lordship—I think the depositions at Canton were of a most meagre description. In a murder charge particularly they should have been very full.

A private said he saw the accused with the rifle in his hand. The last witness and himself "charged" him and wrested the gun from him. They found one empty cartridge case on the ground in front of the accused, who also had four cases between his fingers. Witness handed accused over to the guard commander.

The commander of the guard on the night of the alleged murder was next called. He said that accused was brought to him in charge of two sepoy, and he was conveyed to the guard-room, bound, and was seated on the doorstep of the room. Several of the deceased's friends came around him and began to use abusive language toward accused, who made a statement.

At this point Mr. Jenkin interpolated—At the time accused made any statement he was under arrest. He was in the charge of the guard, there was an armed sentry over him, and he was surrounded by a great many of the subadar's friends, who were swearing at him. They were standing around him in a threatening attitude, and he (Council) had no doubt they were using threats towards him. Now, as they knew, the commission of an offence in the Army did not call for the sending for a civil policeman. This man was under arrest and he was in custody by the order of his superior officer. If this evidence was admissible at all, it was not admissible from the mouth of this witness. The subadar's friends should be in Court, and should give evidence themselves. He suggested that was not the way the Crown should attempt to get this evidence in. The Crown had no difficulty in getting these witnesses. They could send to Kowloon and get them in at any moment. Whilst accused was in custody they had no right to ask him questions.

His Lordship—They should have been called, but I cannot exclude the evidence of the present witness.

Continuing, the advocate said he heard the accused say, "I have done well in killing him. I am thankful."

After the tiffin interval, Mr. Jenkin asked his Lordship to grant a reservation upon the second point he had raised.

His Lordship—I have no doubt about the admissibility at all. If there was no improper compulsion upon the prisoner to make any statement at all, or any question put to him, either promise or threat, to confess, then the confession is admissible.

A native doctor deposed that he heard a rifle fired and also the guard called out. He thought some Chinese had attacked them. When he came out of the camp he saw some men running inside and outside. He asked what had happened, and in consequence of what he was told he went out into the road and saw a dead man lying down on his face. It was Subadar Ali Shafa. There was a wound like a bullet wound right through his shoulder blades. A bullet made a bigger wound going out than when it was entering.

Mr. Jenkin—Can you swear that the bullet was similar to those used in the regiment?—Yes, it is similar.

Are not similar cartridges used by other regiments?—I suppose so.

Dr. Orwin, a naval surgeon, deposed to being called to see the deceased, and detailed the nature of the wound, which, he said, must have been made by some cylindrical object, resembling a bullet.

Major A. L. Barrett, the officer commanding the regiment, was next called. He said he was informed of the occurrence, and saw the accused in the guard-room. He said to the man, "Why have you done such a senseless act?"—and he replied—

Mr. Jenkin rose to object. He submitted that this was not admissible, primarily because the man was in custody. He was approached by the senior officer of his Regiment and was asked a certain question—a question which disclosed no crime at all, merely a general question. Whilst the accused was in custody that question was not admissible.

His Lordship—There is nothing in it inducing him to make a confession.

Mr. Jenkin—I think a lot depends upon the relative position of the parties.

His Lordship—I must admit this evidence.

Major Barrett, continuing, stated that accused said, "For three or four days now he has been abusing me. Of course, I shot him."

Mr. Jenkin—Do you call murder a foolish thing?—Well, it was not a question of foolishness. I said "senseless," and I spoke in Hindustani.

The case was again adjourned.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

FIVE YEARS FOR RECEIVING STOLEN PROPERTY.

Charges of housebreaking and receiving in respect to two different houses were preferred against Li Wong and Wong San.

The charge of theft of clothing from a house in Ui Hing Lane, tenanted by Japanese, on 27th August, was first proceeded with, and prisoners pleaded not guilty.

Mr. C. G. Alabaster, barrister, instructed by the Crown Solicitor (Mr. P. M. Hodgson), prosecuted.

The following comprised the jury:—Messrs. L. J. Blackburn (foreman), V. C. da Rocha, J. M. F. Basto, R. K. Miller, A. A. Alves, F. Reichmann and H. L. Beyer.

Mr. Alabaster said the occupants of the house on the night in question closed the folding door and fastened it with string. The next morning they found the door had been pried open and certain articles of clothing stolen. On the same morning the two prisoners were seen together. The first had a bundle under his arm and in it was part of the stolen property. Upon being asked where they got it, the second prisoner ran away, but was quickly caught, at 15, Amy Lane, where more stolen clothing was found. Where persons were found shortly after a robbery in possession of the proceeds of a robbery it was evidence from which it might be inferred that they actually took part in the robbery, and they could be held guilty of receiving the property well knowing it to have been stolen.

Evidence was given, and, acting on the advice of his Lordship, the jury found the prisoners not guilty on the first count, but guilty on the second, that of receiving.

Both had been previously convicted and were sentenced to five years' hard labour. The second couple of charges were not proceeded with, on the restitution of the property alleged to have been stolen.

THEFT OF A PIG.

Ip Pak Shan alias Ip Yeung Fuk was indicted for the theft of a pig from No. 37, To Kwa Wan, the property of Wong Sui.

Mr. Alabaster said the owner missed the pig on September 9th. On September 12th while on the way to Kowloon market, she saw it tied up outside a house. She informed the police and defendant was arrested.

Prisoner was convicted and sentenced to three years' hard labour.

NO OPIUM IN HUNAN.

A foreign gentleman, not a missionary, who has just returned from a long tour through the districts in the South of the province of Hunan—Chengchow, Kuei-yangchow, Yungchow, Paoking, etc.—informs us, says the *Central China Post*, that on the course of a five weeks' journey he met with no opium being grown or smoked. Everywhere there were proclamations out against it and the people frightened of the very word. He enquired constantly if none could be had on the quiet, but they were everywhere assured that the penalties were too severe for anyone to risk being mixed up again in the opium business, so their simulated craving had to go unsatisfied.

A missionary who is familiar with the same district as it was ten and twenty years ago bears witness that at that time opium abounded everywhere. In every roadside tea-shop where the coolies stopped for a rest it was obtainable. In almost every room of every inn at night it was being smoked, and in going along the streets the fumes might be smelled at every door. The coolies in particular were addicted to the vice and declare that it was impossible for them to carry their loads without opium. Most of their hard-earned wages were spent in the purchase of the drug, leaving their backs bare and their stomachs empty.

The Hunan Government officials, both the old and the new, are to be congratulated in bringing about a transformation like this for the good of the people. Those persons who will persist in representing them as only half-hearted in the matter of opium suppression, as well as those who would force the foreign opium on them at the bayonet's point, might profitably take a fresh look at the decalogue.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon—Mr. R. O. Hutchison, President, presiding. There were also present:—Hon. Mr. E. R. Hallifax, Colonel Irwin, Messrs. W. L. Carter, F. B. L. Bowley, Chan Kai Ming, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

KENNEDY TOWN SLAUGHTER-HOUSE.

Correspondence relative to the plan of the proposed extension of the Kennedy-town Slaughter-House was submitted.

Dr. Clark explained that the plan was approved by the Board in May last. The alterations and extension were carried out, he understood, on the advice of Mr. Adam Gibson, Colonial Veterinary Surgeon. When he left the plans were only in pencil, and it was probably owing to that fact that he had overlooked the point that the building as planned placed the slaughter-house and cattle depot in communication. That was one of the things which were contrary to the system carried out at the slaughter-house. He explained the modifications necessary, and moved that they be approved.

This was agreed to.

THE DEATH RATE.

The mortality statistics for the week ending 26th September showed a death rate for the whole Colony of 20.30 per 1,000, as against 23.8 in the corresponding week of last year.

Mr. Bowley—in which district did the one European death from malaria occur? Dr. Clark—in No. 2 Health district (Soldiers' and Sailors' Home, Arsenal Street). He was a recent arrival from Shanghai, and was only at the Home two days when he was admitted to the Government Civil Hospital, where he died. He was a ship's engineer.

PURE LIQUORS.

The Government Analyst (Mr. F. Browne) reported that during the quarter ending 30th September he had examined two samples of brandy, two of gin, three of milk, and two of port, and found all genuine.

THE DEFENCE OF THE EMPIRE.

Everybody interested in the defence of the Empire, says the *Naval and Military Record*, should read the able essay by Major H. L. Pritchard, R.E., which has been awarded the second prize for 1911 by the Royal United Service Institution. Competitors for the gold medal were required to grapple with the following problem:—"The best national system for providing the necessary military force: (1) To secure the safety of the United Kingdom; (2) To support the defence of the Empire; (3) To assist in maintaining the balance of power in Europe. Major Pritchard's essay has now been printed in the journal of the institution. He is a convinced advocate of national service, but wants better-trained troops than the scheme of the N.S. League would provide. He advocates, in fact, conscription; and the plea is at least as reasonable as that of the League. We need, according to Major Pritchard, not less than one million of fully-trained troops to safeguard the United Kingdom from the invasion of 250,000 men, and offensive operations and to guard the trade routes. In addition we need to need 118,000 troops to garrison India, Egypt, the Crown Colonies, and the coaling stations. For the defence of India against Russia we are held to need 600,000 troops, of which one-half would be furnished by the United Kingdom, the rest by India and the dominions. Over and above this huge army we are held to need an Expeditionary Force of 200,000 to 300,000 troops ready for instant use on the Continent in co-operation with the French Army. Having explained why this huge army is needed for security, Major Pritchard has no difficulty in proving that the voluntary system of service cannot provide it. It provides an average of 38,000 recruits annually for all branches of the Regulars, and never more than 270,000 Volunteers or Territorials. It will be gathered that Major Pritchard has no sort of confidence in the policy of defence which relies mainly upon the Navy—the policy, that is, which now governs our naval and military expenditure. He considers the defence problem of the Empire essentially a problem of the military standpoint, and without regard to cost or the wishes of the people. We have no quarrel with him for that. It is a line of argument which the essayist was fully entitled to develop. The council of the institution evidently holds that our only hope lies in compulsory service.

NEW BATTLESHIPS.

VESSELS TO BE OIL-DRIVEN.

Increased importance has been given to the recently-appointed Special Commission on Oil-Fuel, which has commenced its labours under the chairmanship of Lord Fisher, by the report that in the ships of the new battleship programme, one of which is to be laid down at Devonport, oil alone will be used for the purposes of generating steam. This decision is destined to have far-reaching effects alike on the design of future vessels and on the personnel required to man them. At present, in our latest battle units, stowage is provided for about 5,000 tons of fuel, of which 1,000 tons may be taken as oil. In the proposed "all oil" driven ship, less space would be required for the same quantity of fuel, hence important modifications in design can be made which will increase the power of attack and defence of the new ships. The introduction of oil-driven boilers will also enable the stowage complement to be appreciably increased (an important consideration, together with a rapidly-expanding fleet, together with a considerable saving in the weight of stores and fittings required for the maintenance of the new oil-driven ships, on which the efficiency of the future oil-driven squadrons will to a great extent depend, will take place simultaneously with that of the new battleships.

ENGLAND'S GREATEST BOWLER.

BARNES' USEFUL RECORD IN TEST MATCHES.

A Ceylon journalist, at present at Home, writes chatily about England's greatest bowler. He says:—Barnes, for whose discovery as a bowler chief credit is due to A. C. McLaren, was an unknown quantity in 1901 when the English skipper took him on tour to Australia after he had bowled in two innings for Lancashire and taken 6 wickets for 99 runs. "Who is Barnes?" was the query on everyone's lips when he was selected for a place in the English team. But he fully justified McLaren's high opinion of him and until he was disabled in the Third Test match he had taken 41 wickets for 16 runs each—a truly remarkable performance for any bowler on the adamant Australian pitches. From that moment his success as a first class bowler was assured. But he played in only one Test match in 1912 when Darling's team visited England and took seven wickets for 99. In 1907-08 he again toured Australia with A. O. Jones' team and bowled best for his side in the tests. He played for England in three tests when the Australians visited England in 1909 and captured 17 wickets, while as a member of Warner's last victorious combination he created a record by taking 34 wickets in a series of Test matches in a single season. The previous best had been Noble's 32 for Australia in 1901-02. His wonderful work with the ball in the recovery of the "Ashes" is well known and needs no recapitulation here. In the last series of tests he brought his aggregate in 17 matches to 101 wickets, and that only against Australia. Meeting South Africa for the first time this season Barnes took 34 wickets in three matches for 289 runs and thereby equalled his performance against the Australians in the last test series. This year he has bowled only in one innings against the Cornstalks and has failed to take a single wicket though he has given 74 runs! That was not the first time that Barnes failed to get a wicket against the Australians. In 1901-03 at Adelaide and in 1907-08 at Melbourne he bowled without effect. In all Barnes has captured 135 wickets for 2,622 runs, giving him the splendid average of 19.4.

He wants seven wickets more to beat Trumble's record in 32 Test matches, and may very likely get them against Australia next week. Barnes is indeed the bowler of a century, and in test match cricket at least his performances are without parallel, for he has played for 10 years in 22 matches and taken more wickets than any English bowler. He was given a "benefit" last month by Staffordshire for whom he has done mighty deeds in second class county cricket. For Stafford he has taken 687 wickets in 8 years. In Lancashire League cricket his aggregate in 9 years was 780 wickets and in the North Staffordshire League matches he has taken 528 wickets. In second class cricket he has taken 2,016 at an average of less than ten!

THE FITTING OF OIL TANKS IN ORDINARY VESSELS.

Some details can now be given of the scheme mentioned in *The Times* of September 11th for converting ordinary cargo-vessels into oil tank steamers in order, to some slight extent, to counteract the present difficulty of securing a sufficient number of tank steamers to meet the greatly increasing trade in oil. The scheme is now being discussed with an interest by experts both in this country and in the United States, and for underwriters it introduces quite a new set of problems.

The first vessel to undergo alterations is, it is believed, the Norwegian steamer *Borgestad*, due to leave New York in her new capacity very shortly. This vessel, which was built in 1906 on the cantilever system and is 3,944 tons gross, has been fitted with no fewer than 25 independent steel tanks ranging from 12ft. to over 26ft. in diameter. The plating of the tanks varies in thickness from 2in. for the middle strakes to 7-16in. for the bottom plating, which, since two of the tanks hold between 400 and 500 tons of oil, does not seem to be abnormally strong.

The tanks are shored with wood from the ship's side and also from each other with wooden planks vertically fitted. Cast-iron key wedges are placed between these planks and are drawn together by bolts, the effect being to force the tanks apart and wedge them against the sides of the ship and the bulkhead shores.

The most valuable criticism, if there be any, of these plans will result from no practical experience, but at present two practical objections to the fitting of ordinary cargo vessels in this way are being subject to examination.

In the first place there is the consideration that the arrangement of wooden shoring might be severely tested in bad weather, and that even with the ordinary movement of the ship the tanks might get adrift. Secondly, it is suggested that the clamping and shifting of the wooden shores, together with any movement of the tanks, might carry away the cast-iron parts of the pipe lines, and although valves are fitted inside of each tank to stop the oil from flowing out, the necessary repairs to the pipe lines might, it is thought, be claimed as heavy weather damage.

Thirdly, there is the risk of fire to be considered. It appears that no cofferdam is provided in the *Borgestad* between the afterhold and the stokehold, and as the afterhold is not riveted for oil-carrying there is the possibility that gases might leak through into the stokehold.

Another consideration, which underwriters must be expected to bear in mind, is that in the event of serious damage to the bottom or sides of the vessel the independent tanks would mean also the removal of the permanent hatches and part of the deck. Altogether, the new factors which are introduced by this type of reconstructed vessel are by no means few or unimportant.

It is understood that two British steamers built on the cantilever system—the *Horley* (late *Fritze*) and *Fornebo*—and two British steamers built with the longitudinal framing—the *Batiscan* and *Mashinong*—have been, or are now being, fitted with independent oil tanks; but whether the plans adopted in their case follow those used for the *Borgestad* is not clear.

INSPECTION OF OVERSEA FORCES.

SIR IAN HAMILTON'S TOUR.

General Sir Ian Hamilton, Inspector-General of the Oversea Forces, left London on the 28th ult. upon a lengthy tour of inspection of his Majesty's troops, garrisons, and defences in the Far East. *The Times* of that date says:—The position of a military Commander-in-Chief in the Mediterranean has been subjected to diverse appreciations, but no one can deny the usefulness and indeed the necessity, of the wider sphere of duties which has been committed to Sir Ian Hamilton's charge. In one form or another the inspection of overseas garrisons by some representative of the Army Council is a need of the times. All detachments tend to deteriorate the natural order of things, and it is entirely impracticable for an administrative body like the Army Council to maintain close personal touch with men and things in all our military commands throughout the Empire. To some one or other the duty of inspection must be delegated, so that administrators at home may receive a clear impression of the waste and necessities of troops which are in the main paid for and administered by the War Office. Some living link must exist between the Army Council and commanders abroad, and some inspector must review the whole of the overseas forces, other than those of India and the self-governing Dominions, in order to supply at need an opinion concerning the general and relative importance of the garrisons occupied and of their state of efficiency and preparedness for war.

ORIGIN OF THE APPOINTMENT. An attempt was made when Sir John French was Inspector-General of the Forces to cumulate the functions of inspection at home and abroad. Energetic though Sir John is well known to be, and far and fast though he travelled, it was soon found that the duties allotted to him exceeded human powers, and it was a wise measure to divide the duties of inspection between two general officers, of whom one should restrict himself to the home forces and the other concern himself with the forces overseas. Whether eventually these high officers should become explicitly agents of the (Chief of the Imperial General Staff and act under his orders is an open question, but in point of practice the relations between these three military dignitaries are on the whole so close and cordial that the same result is almost attained.

It is very much easier for a commander at a distance to discuss the affairs of his command by word of mouth with an official who can return and convey his personal impressions to the highest military authorities at home than to fill pages with reports, which may or may not be attended to and are very often incompletely understood. It is, again, advisable that a general officer of experience and capacity should be at the service of Dominion Governments if they desire to refer to him. Sir John French's fruitful visit to Canada is in the memory of all, while last year Sir Ian Hamilton was at the disposal of the Union Government in South Africa, and he may possibly proceed to Canada after his return home next May. This latter visit is at present only informally suggested and not definitely arranged, but no self-governing Dominion can fail to gain by learning from a competent general officer the point of view of the War Office and the general situation of the garrisons and forces of the Empire.

This year Sir Ian Hamilton's duties will take him far afield. He will proceed eastward over the Trans-Siberian railway and begin his work by an inspection of the Legation Guard and the garrisons and volunteer bodies in China, where the situation is not so steadfast that we can afford to neglect reasonable precautions. He will then visit Hongkong, which has a garrison long recognized by soldiers to be insufficient, and will next inspect Singapore and attend to various military matters in the Straits Settlements, passing on to Ceylon and visiting Colombo. Sir Ian's programme for Egypt, the Sudan, and Cyprus is not yet fixed, but he will probably be back at Malta at the end of January and return to England, if the visit to Canada is arranged, in May. Each one of these stepping stones of Empire has its own problems of a defensive order, and as the naval aspect of affairs takes precedence in importance, it is to be supposed and desired that Mr. Churchill will give the Inspector-General every facility for acquainting himself with the naval point of view.

THE POSITION IN EAST AFRICA.

With the West Indies and questions arising from the pending opening of the Panama Canal Sir Ian Hamilton has concerned himself in a previous voyage. South Africa and Rhodesia have also been visited, and on the whole there will be very few garrisons in distant seas with which Sir Ian will not be tolerably well acquainted after his return from his present voyage. One notable exception must, however, be made. North-East Africa is not at present included in the tour, and there is no part of the Empire where a clear and steady military view of the local situation is more urgently needed. In all North-East Africa—namely, Somaliland, Nyasaland, Uganda, and British East Africa—the military situation has become difficult, and the same thing may be said of the Southern Sudan. There is no part of the Empire where military affairs need greater foresight and caution, and there is also no part where things are being more placidly allowed to drift. No central authority is responsible for the handling of military questions in this extensive district, and this situation is not one which should be permitted to continue.

The new system under which a general review of the garrisons of the Empire takes place from time to time supplies the necessary data for a revision of our defensive arrangements, should such be necessary. Things change very rapidly in the modern world, and the soldier who sleeps for 24 hours becomes a Rip van Winkle when he awakes. No new distribution of force can, of course, take place except by mutual agreement between the naval and military authorities, but some changes are impending, and it is comforting that, thanks to the journeys of Sir John French and Sir Ian Hamilton, we shall be well informed of the facts. Many of our garrisons are notably and manifestly insufficient, but it is not sound policy to scatter troops wholesale in defensive positions and to derive ourselves of our offensive arms. The golden mean between the two extremes may be

hard to find, but at least we can say that such missions as that upon which Sir Ian Hamilton sets out to-day will afford us the necessary materials for forming a reasoned opinion upon a subject of great moment.

INTIMATIONS

COUPON

1844.

WE have pleasure in announcing to our Customers and Public of Hongkong and Coast Ports that under the Coupon system introduced by the Distillers, Messrs. WILLIAM GRANT & SONS, LTD., of Glasgow, in connection with our M.P. Whisky, Mr. H. D. IFFLER has turned up as possessor of the number 1844 drawn, and we have provided him a First Class Passage home as stipulated in the Coupon.

H. RUTTONJEE & SON,

Wine and Provision Merchants.

RECEIVED from Messrs. H. RUTTONJEE & SON, a first class ticket free, under the Coupon System introduced by the Distillers in connection with their M.P. Whisky.

(Sd.) H. D. IFFLER.

133

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co. SCIENTIFIC OPTICIANS. 40000 BUDGES, CHATER RD. HONGKONG.

75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press office, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12.
Telegraphic Address: Press.
Codes: A.B.O. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

CHINESE AND MANCHURIAN PRODUCE.

FIRM OF LONDON IMPORT MERCHANTS with Branches and Agencies at principal European places, desirous to extend their business in Chinese and Manchurian Raw Produce and Silks, wish to enter into relations with reliable firms in China. Best selling organisation. Highest references given and required. Representative shortly visiting China and Manchuria.

Write—
"FENCHURCH,"
Care of "Daily Press" Office.
[1250]

WANTED.

A CHINESE PARTNER (Cantonese preferred) with Ten Thousand Dollars Cash, for an Established Business. Good opportunity for an energetic, Young Man. Apply in first instance to—
R. A. S.
Care of "Daily Press" Office.
[1221]

WANTED.

BY MARRIED COUPLE TO SHARE FURNISHED HOUSE on the Higher Levels.
Apply to—
"F. E. D."
Care of "Daily Press" Office.
Hongkong, 12th October 1912. [1067]

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED that the Business carried on by the EST ASIATIQUE FRANÇAISE is now transferred to "COMPAGNIE MARITIME INDO CHINOISE" under the unaltered management of the COMPAGNIE DES MESSEAGERIES MARITIMES.
Hongkong, 15th October, 1912. [1245]

NOTICE.

NOTICE IS HEREBY GIVEN to the Public generally—
(1) That Mr. NG HON TEE is at present employed by the YUEN FAT HONG as a Clerk in their Shipping Department and that he has no power to enter into Contracts, pledge the credit of the Firm or Sign for the Firm.
(2) That Mr. CHAN CHUN TSUN is the Sole Manager of the YUEN FAT HONG and is solely entitled to enter into Contracts, pledge the credit of the Firm and Sign for the Firm, and for these purposes he alone has power to use the Chop of the Firm.
Dated this 18th day of October 1912.
YUEN FAT HONG,
No. 10, Bonham Strand West,
Hongkong.
1242

NOTICE.

The Reverend Mother Superior and the Sisters of the French Convent beg to announce that their
ANNUAL BAZAAR
will take place
ON WEDNESDAY,
the 30th October, 1912, at 2 o'clock in the afternoon, at CITY HALL.
There will be a good display of fancy work and embroidery of the latest style; also Fancy Articles and useful objects suitable for Christmas Presents.
The Reverend Mother will be very grateful to all those who will kindly assist at the Bazaar and who will thus help the Convent in its work of succouring the orphans, the blind, the infirm, and the aged.
The Reverend Mother wishes to thank all the Ladies of the Colony who have so eagerly accepted the invitation to help at the Bazaar.
Hongkong, 22nd October, 1912. [1249]

WEIHWAIWEE SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School House by the sea. Recreations: Sea Bathing, Boating, Cricket, Football, etc. For terms apply to the Headmaster.
HERBERT L. BEER, L.C.P.
1085]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River etc. Small quantities handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.
NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned, Queen's Buildings, Victoria, Hongkong, on TUESDAY, the 23rd October, 1912, at Noon.
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, 1912, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 23rd October, 1912. [1162]

HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SECOND ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned, Queen's Buildings, Victoria, Hongkong, on TUESDAY, the 29th October, 1912, at Noon.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th October, 1912, both days inclusive.
BRADLEY & Co.,
General Managers.
Hongkong, 17th October, 1912. [1234]

ENTERTAINMENTS

THEATRE ROYAL HONGKONG.

FRIDAY AND SATURDAY,
25TH AND 26TH OCTOBER, 1912.

A PAIR OF SPECTACLES

BY
SYDNEY GRUNDY,
WILL BE PRESENTED BY

THE HONGKONG A. D. C.

"I KNOW THAT MAN,
HE COMES FROM SHEFFIELD."
Stalls, 3s; Dress Circle, 3s; Pit, 50 Cents.
Booking Now Open at THE ROBINSON PIANO Co.
Hongkong, 15th October, 1912. [1218]

BIJOU SCENIC THEATRE.

TO-NIGHT! AT 9.15 P.M. TO-NIGHT!
ANOTHER NEW PROGRAMME.

THE SHE-WOLF
(GREAT SENSATIONAL DRAMA.)
FATHER FOR THIS
OCCASION ONLY.

ONE FOR THE MASHES.

REWARD OF VIRTUE.

PERSIAN ACROBATS.

Miss ROWLEY and Mr. STEPHENSON
in
SKETCH AND SONG.
Artists appear at ALL MATINEES.
Hongkong, 23rd October, 1912. [1167]

AUCTION

SECOND NOTICE.

WE beg to Give Notice that
BROCKETT'S HOTEL

will be offered at
PUBLIC AUCTION,
On FRIDAY, the 25th October, 1912,
at Noon.

The Hotel contains 6 Bedrooms with Bathrooms to each, Dining-room, Drawing-room and Two Spacious Rooms on the Ground Floor. There is a Bedroom with Bathroom in the Annex.
The whole of the Furniture will also be sold. Catalogues are now being prepared and will be duly circulated.

View Days:
Wednesday and Thursday, 23rd and 24th inst.
H. S. BRAND & Co.,
Auctioneers.
Fochow, 15th October, 1912. [1195]

STOCKTAKING SALE

(FOR ONE MONTH ONLY).

SILK FANCY GOODS

of all kinds

At EXTREMELY LOW PRICES.

BARGAINS! BARGAINS! BARGAINS!!!

D. CHELLARAM,

56, Queen's Road,

Hongkong, 7th October, 1912. [1183]

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97.)

JUST RECEIVED:

AXMINSTER PARQUET CARPETS

WOVEN IN ONE PIECE WITHOUT SEAM

EXCLUSIVE DESIGNS
and
EFFECTIVE COLOURS.

READY TO LAY

3½ by 4, 4 by 4½, 4 by 5, and 4½ by 5½ Yards.

From \$70 to \$200 Each.

INSPECTION INVITED.

LANE, CRAWFORD & Co.

INTIMATIONS

HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of the Undersigned, Queen's Buildings, Victoria, Hongkong, at 12.15 o'clock on TUESDAY, the 29th day of October, 1912, for the purpose of considering and (if thought fit) passing the following Resolution:—
"That the General Managers of the above Company do in pursuance of the powers in that behalf contained in the Memorandum and Articles of Association of the above Company take all necessary steps to 'promote and form in the Empire of Japan' a Company of the kind known and referred to in the laws of the said Empire as a 'KABUSHIKI KAISHA,' the objects of which 'KABUSHIKI KAISHA' shall be similar in all material respects to the objects of the above Company as contained in its Memorandum of Association and 'which 'KABUSHIKI KAISHA' when formed shall be subsidiary to the above Company and shall take over and acquire from the above Company the steam trawler s.s. 'Hoi Fung' and that the above Company shall acquire and hold on behalf of its shareholders shares in the said 'KABUSHIKI KAISHA.'"
BRADLEY & Co.,
General Managers.
Dated the 17th day of October 1912. 1235

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on TUESDAY, the Twelfth day of NOVEMBER, 1912, at 12 o'clock Noon, when the subject of Resolution which was passed at the Extraordinary General Meeting of the Company held on the Fifteenth day of October, 1912, will be submitted for confirmation as a Special Resolution.
That the regulations contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.
By Order,
W. E. CLARKE,
Secretary.
Dated the 15th day of October, 1912. [1223]

OUR HOUSE-FED

CAPONS AND CHICKENS

cannot be excelled.

A trial will convince you.

THE

DAIRY FARM CO., LTD.

[30]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,200,000
RESERVE LIABILITIES OF ... £1,200,000
PROFITORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.
Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS & WATSON BANK.
SWISS BANKING.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.
E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central.
Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Amoy-Haiku Liao-Yang Ryojun
Calcutta (Fort Arthur)
Canton Lyons San Francisco
Changhai Shanghai
Hankow (Daiyu) Nagasaki
Hongkong (Mukden) New York
Kobe Osaka
Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 3rd October, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... \$15,000,000
PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
E. SHILLIM, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.
S. H. DODD, Esq.,
Andrew Forbes, Esq.,
G. F. FRISLAND, Esq.,
C. S. GUBBY, Esq.,
G. R. LAURENCE, Esq.,
F. LIEB, Esq.,
W. L. PATTENDON, Esq.,
Hon. Mr. C. H. ROSE,
H. A. SLADE, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 22nd August, 1912. [19]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,250,000
PAID UP ... £625,000
RESERVE FUND ... £625,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, India, Madras, Rangoon, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 7th September, 1912. [909]

TO LET

TO LET—FURNISHED.

CHARTER'S BUNGALOW, at present occupied by Dr. C. Forsyth, in Nathan Road, Kowloon.
Apply to—
PERCY SMITH, SETH & FLEMING.
5, Queen's Road Central.
Hongkong, 23rd October, 1912. [1201]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. [995]

TO LET.

NO. 12, BEACONSFIELD ARCADE
First Floor.
No. 13, BEACONSFIELD ARCADE,
First Floor.

GLENTHORNE, Kimberley Road, Kowloon, furnished from 1st February, 1913, till 30th November, 1913, 10 Months. 6 Rooms, 3 Bedrooms, Large Hall, A Good Tennis Court and Kitchen and Flower Gardens.

"THE EYRIE," No. 13, THE PEAK, To Let, from 1st November. 68, PEAK, MOUNT KELLET, Partly furnished, for 7 months, from 1st November. Cheap Rent.

No. 113, PEAK, KIRKENDALL FIVE ROOMS, furnished, immediate possession.
No. 19, SHELLEY STREET, LARGE ROOMS, Central Position, Cheap Rent.
For Sale. "HARTING and HOGATE" on part of Kowloon Island Lot No. 1154.
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 23rd October, 1912. [122]

TO LET.

HOUSES in Austin Avenue, Kowloon. Immediate possession.
Apply—
A. RAYMOND,
Care of S. J. DAVID & Co.
Hongkong, 30th September, 1912. [1241]

TO LET.

TWO HOUSES at the junction of Caine Road and Bonham Road, facing the Harbour, with Tennis Court, etc.
Apply—
A. BONHAM STRAND, West.
Hongkong, 9th October, 1912. [1190]

TO LET.

MODREENAGH, 21, THE PEAK, or Six Months from 1st November.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 4th September, 1912. [1046]

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 16th October, 1912. [1222]

TO LET.

EUROPEAN FLAT in Nathan Road Kowloon, from 1st November next. SHOP, with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.
Apply to—
RUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 15th October, 1912. [1155]

TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

TO LET.

GODOWNS in No. 94 and No. 94c, Praya East, Wanchai, from 1st October next.
Apply to—
KWONG SANG HONG, LTD.,
248, Des Voeux Road Central.
Hongkong, 7th September, 1912. [1061]

TO LET.

OFFICES in KING'S BUILDING.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st October, 1912. [121]

TO LET.

NOS. 3 and 4, DURBAR VILLAS, Kowloon, from 1st November.
Apply to—
SPANISH DOMINICAN PROCESSION.
Hongkong, 11th October, 1912. [1200]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
FLOWER AND VEGETABLE SEEDS.

JUST UNPACKED!

"CLYTIE" LATEST SHAPES.

IMPROVED SHAPES.
FRIZZLES, Waved Mohair and Crepe. Hair Rolls, Hair Frames, New Turban, Round Bun Frame, Watch Spring Frames.
Light Brown, Mid Brown, Dark Brown and Black, and Bandeau and Elegant Effective Hair Ornament.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 15th September, 1912. [50]



NAPIER & JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

STOMALIX

Salade Carlos. Cures Dyspepsia and all the
causes of Stomach and Intestine
disorders.
Distributing Agents:
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.



APIOLINE

(CHAPOTEAUT)



For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny royal.
CHAPOTEAUT, 6, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
Cures Gonorrhea, Syphilis, and all venereal diseases.
THERAPION No. 2
Cures all skin diseases, including eczema, psoriasis, and leprosy.
THERAPION No. 3
Cures all chronic venereal diseases, including gonorrhea, syphilis, and all venereal diseases.
SEE THAT TRADE MARKED "THERAPION" IS ON
THE CORNER OF THE BOTTLE. ALL GENUINE THERAPION
INSIST ON HAVING THERAPION.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH,
HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENSTRAE"
Captain McGillivray, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and stored at
Consignees' risk and expense.

All broken, chipped, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 28th Oct., at 10 A.M.
All Claims must be presented within FIFTEEN
Days of the Steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th Oct will be subject
to rest.

Notre Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.
Agents.
Hongkong, 21st October, 1912.

**THE GORGES OF THE GREAT
YANGTSE.**

BY STAN HARDING-KRAV.

In summer, when Tibetan snows have
melted, the great Yangtse is very full
and yellow. As we approached its delta
the screws of the liner seemed to turn
more wearily, and looking out of the
port-hole I saw that the sea was over-
spread by the yellow river. Then came
the journey up an arm of the river; on
either side hideous flats, with monstrous
placards telling the smooth-faced Chinese
and others to use safety razors, etc. Then
Shanghai; and after Shanghai we came
again to the main stream. What a
Yangtse it was in July, 1911! The coun-
try was flooded for miles on either side.
Thousands had perished; they said we
should meet them coming down stream.

We steamed ten days up the lower
Yangtse to Ichang. The first two days we
sometimes saw no shore at all.
Then a great expanse of yellow water
bounded by the tops of the drowned
bamboos; and flooded rice fields beyond,
and in the distance, hills. All the towns
were flooded; chair coolies splashed along
their streets knee deep in water. The
heat was intense; mosquitoes and all
manner of other insects hovered over the
river as if it were a swamp.

As we neared Ichang the mountains
came down to the river banks; strange,
improbable mountains with the regular
lines of their strata sloping upwards
towards Tibet.

Moored to the shore were hundreds of
up-river junks. These are built of
Szechuen cypress, and stained with some
varnish till they are the colour of quite
unmixed gold. Their sterns are high
and their bows low, and they are pro-
pelled by huge rowlocks on either side,
and steered by an enormous sweep, the
trunk of a pine-tree projecting in front.
Here and there one sees a small, strongly
built boat about ten yards long and
painted red. These are the Hongghuan
or lifeboats of the Upper Yangtse, and
their crews are the pick of the sturdy
boatmen. It was in one of these that I
went through the Gorges some weeks
later.

The Gorges begin about five miles above
Ichang. Quite suddenly you leave the
great lakelike river and find yourself on a
vast torrent of yellow water rushing
down between rock walls. Up this
torrent the junks must climb into
Szechuen.

Even the toil of dragging our little
junk up against the river is more cruelly
hard than would be tolerated in Europe;
and yet we skim lightly over the diffi-
culties compared with the great junks we
leave behind. To drag these up against
the terrific current fifty, sixty, a hundred
men swarm over the face of the cliff, or
in the worst places, climb along the path
hewn in the rock. The great rats were
in the rock by the hawesers show the
fierceness of the work.

To say that this work is un-European
or Asiatic is not enough; it is the slave
work of some old monumental civilisa-
tion. Indeed, the towers look for all the
world like an Egyptian bas-relief. In
summer most of these men are completely
naked; some sport a blue or black
turban; some the African loin cloth; some
wear the coolie's full dress of blue cotton
patched with every shade of blue from
turquoise to purple; many wear nothing
but their black hair wound round and
round their heads. Among them move
the task-masters with their bamboo
rods.

So they strain and heave
as long as the roll of the drums
on the junks tells that all is well.
Sometimes hours of straining barely
succeed in moving the junk fifty yards.
At other times the hawesers break and the
junk slips back to death on the rocks; or,
after being whirled round and round in
the grip of the rovers bring her to safety;
then the towers walk back, maybe a couple
of miles, to take up their burden again.
And the while they tow they chant a
weird song; in the distance it sounds
like a sad perpetual cheering, or some-
times, at the worst places, like the crying
of beaten men. The towing men's song
is different from the rowers', but either
is the most perfect expression of the river.
The Gorges are loud with it till after
sundown; till all junks great and small
are moored for the night in some back-
water, sheltered from the full force of
the current. But even at night I some-
times thought that I heard towers chant-
ing in the distance. I told myself that
it must be the sound of the river, or of
the thousands and thousands of insects
hovering over it; anything save the tow-
ers' song, for no junk could travel by
night and not perish at once. Yet once
it was unmistakable. I got up. I
stepped over sleeping boatmen and
ashore! Do the mountains absorb the
sound of this song all day and give it
back at night? Or is the chanting of
drowned Yangtse boatmen to be heard
after dark?

Each large junk carries at least eighty
to a hundred men. Of these the vast
majority are rowers. Then fifteen or so
remain on board to tend the junk off the
rocks. Four are especially appointed to
free the hawesers if they catch on the cliffs.
These men must climb down or be let
down by a rope. Then there are the
Taiwan, or strong swimmers, who, if
the hawser catches on a rock in the river,
must plunge in after it. These men are
the physically fittest in China, and their
strength and nerve would make them a
credit to any nation. Last, and most
important, are the helmsman, or *taipian*,
and the bowman, or *taikan*. The latter is to
part on the down-river journey, is to
dance and rave at the critical places in
order to rouse the men to supreme efforts.
Sometimes towing is impossible, and then
the men work on the junk, rowing, poling,
and clawing the rocks with their boat-
hooks with a perfected technique which is
the wonder of all who witness it.

Sometimes the junk hangs on to the
cliff, held only by the bamboo boathooks
in the strong hands of the crew, and the
lives of all on board are as a candle in
the wind. The Chinese say that one junk
in every ten is lost. Every now and
again one saw wrecked junkmen, sur-
vivors, camping by the side of the river
while their craft was being mended or a
new boat built. Our own red boat was
wrecked on the fourth day out, and it was

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thanks to the courtesy of a passing
traveller, who supplied me with another
boat, stores, and clothes, that I was able
to go on. I had gone ashore with the rope
broke and the boat was swept out into
the great swirls in the middle of the river.
She capsize and disappeared for a
moment, but reappeared with the men
clinging to the keel. With their muscles
like steel hawesers they were able to hang
on in spite of the man-eating river, and
were rescued many miles below. My
second crew were opium smokers, and
every night when the boat was securely
moored and they had bathed themselves,
combed each other's long black hair and
eaten rice, they would lie beside their
little lamps and taste rest before sleeping.

That was the journey up-stream. At
Kweifoo we halted a day, then started
back down the river. In two days we
covered the distance it took those twelve
days of inhuman toil on the way up.

Those are two days of strong contrast:
incomparable hours of undisturbed
dreaming alternating with minutes of
passionate struggle with the river. We
drift rapidly down in the middle of the
river; the crossed oars point upwards;
the men lie in the bottom of the boat
smoking and sleeping. They rouse them-
selves to bow to Kuan Yin, Goddess of
Mercy, as we pass under her Banyan-sur-
rounded temple at the entrance of the
Fung Shan Gorge, where the river hurls
in through the mountains. Then they
relapse into their state of torpor. Pre-
sently I hear a sound like a tiger cat's
purring; with a yell the men spring to
the oars, and I see a deep depression
many hundreds of feet wide and with a
hole in the centre moving rapidly towards
us. The purring deepens into growling.
The slit eyes of the boatmen grow wide
with fear, and for an instant they stop
their rowing and turn with dropped jaws
to look at the hole for which the bow
of the boat is rapidly making. A roar
from the *taipian* urges them for another
effort, and again the oars rap the water.
Zzz, Zzz, what time they groan and the
copper-coloured bodies away violently
backwards and forwards in an ecstasy
of effort. Will she have us or won't she?
not this time, Yangtse! Try again!
And again they lie down to smoke. Then
follows an hour of rest such as God gives
His beloved.

We enter the thirty-mile long Urishan
to us (or Witches' great gloomy mountain)
Gorge. We drift in the middle of the
river, turning in slow circles, and pass
the eye is satisfied with seeing. The yellow
river is green in the shadow of the
"witches' gloomy mountains."

A succession of dim gold junks climbs
up the river under the lee of the cliffs.
They have lemon yellow banners and lan-
terns with vermilion characters. These
junks are carrying Tuan Fang's soldiers
to Szechuen. And all the while we hear
the singing of the great choir of towing-
men and rowers.

At last I hear the distant roar of a
rapid. One slit eye opens. A groan is
answered from the others. "Ei yah," still
no answer. A couple of men spring for
the oars. Another is just at the moment
of pipe-filling and cannot be disturbed.
Another merely looks stolidly at the rest,
who are now beginning to yell at him
to do his share. He must finish his
poppy dream first. Besides, at present
he is made wise by opium, and knows
that nothing matters. Death surely does
not matter, and drowning is the gentlest
death of all.

We are almost on the rapid before the
last man grasps the oar. Then yelling
and waiting and gnashing of teeth; the
roar of the water, and above all, the
sound of the river sucking at the bottom
of the boat. From time to time a yell
ends in a laugh, and soon we are clean
out of danger. Then there is a little
laughter. No concerted laughter, but
each laughs as a man laughs who is quite
alone. They ship their oars, swallow tea,
and settle down to smoke.

As we neared the Yeh Ian or Wild
Rapid the men decided that they would
wait an hour to give the corpse of a
certain drowned man, which had been
following the boat for some time, a
chance to get on ahead. There are places
where it is peculiarly inauspicious to be
followed in such manner, and the Yeh
Ian is one of them. This one followed
us in all for a day and a half, for though
it often lost time in the whirlpools, still
it always overtook us, for we stopped for
food and rest—then it gained on us.
Some say that if a man is drowned he
must remain in the river till he has suc-
ceeded in drowning someone else, and for
this reason the drowned follow boats.

We wait for our turn at the rapid and
the man smoke. It is very hot with the
damp heat of Mid-China, the air is
dim with too much light. We watch
the junks taking the rapid one after
another; on they come, the song of the
rowers and the sound of their feet
stamping grow louder and louder. It is
a superb sight, each yellow junk with
its sixty to eighty naked men riding their
boat at the rapid. Our turn comes.

And so we drift on in the middle of the
river, turning in wide circles, and pass
out of the Gorges. The dream is over;
the only thing is to dream it again.
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EXCURSION TO MACAO.

SUNDAY, 27th OCTOBER.

The Company's Steamship "HEUNGSHAN"

Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 6 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "DAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 3.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LIVIAN" and "SANTIL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier. [143]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.

S.S. "AFRICA," 6,840 tons, will leave as above on 6th Dec., at D'light.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE.

VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "CHINA," 11,800 tons, will leave as above on 31st October.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "NIPPON," 13,950 tons, will leave as above on 31st October.

S.S. "PERSIA," 12,500 tons, will leave as above on 30th Nov.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents, Hongkong, 10th October, 1912. Princes' Building. [155]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... On 25th Oct.

Kobe and MOJI ... "CEYLON" ... 9,000 ... On 17th Nov.

COPENHAGEN & BALTIC "JAPAN" ... 9,000 ... About 28th Oct.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON & CO., Telephone No. 171. YORK BUILDING, TOP FLOOR.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH, GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

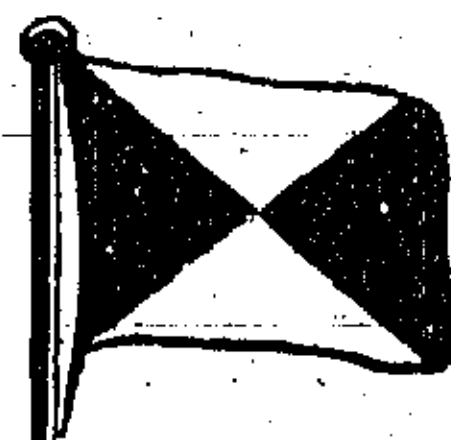
STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	—	JAVA	Second half of October.
TJIKINI	JAPAN	Second half of October.	JAVA	Second half of October.
TJILIWONG	JAVA	Second half of October.	JAPAN	Second half of October.
TJIPANAS	SHANGHAI	Second half of October.	JAVA	First half of November.
TJIBODAS	JAVA	First half of November.	SHANGHAI	First half of November.
TJITAROEM	JAPAN	First half of November.	JAVA	First half of November.
TJIMAH	JAVA	First half of November.	SHANGHAI	First half of November.
TJIMANOEK	JAVA	Second half of November.	JAPAN	Second half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 18th October, 1912. Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 25th Oct., 4 p.m.
RUBI	4000	Miller	Manila, Mangarin, Iloilo and Cebu	On 7th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 21st October, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"DERFFLINGER," Capt. F. Prosch.	17,000	Wedday, 30th Oct., at 12 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK," Capt. H. Rehm.	17,000	About Wed'day, 30th Oct.
MANILA, YAP, MARON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. Klugkist.	6,750	Saturday, 2nd Nov., at 9 a.m.

KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. Lenz, 6,000 {About Tuesday, 12th Nov.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. Samrill, 5,000 {Middle of Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Teletext.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th October, 1912. [5]

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMER"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" 16,000		ON MARCH 19TH.
"YORCK"	17,000	ON APRIL 1ST.
"PRINCESS ALICE"	20,300	ON APRIL 16TH.
"LUTZOW"	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERE, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Teletext.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOCHERS & Co., GENERAL AGENTS. Hongkong, 21st September, 1912. [1113]

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. MacLayden, left CALCUTTA on 14th Oct., will be despatched for SHANGHAI, KOBE and MOJI on 2nd Nov.

S.S. "JAPAN," 6,015 tons, Captain L. Y. Archdeacon, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 7th Nov.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 4th Nov.

S.S. "ARRATON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched as above on 10th November.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., Hongkong, 23rd October, 1912. AGENTS. [892]</

SHIPPING

ARRIVALS

DAITO MARU, Japanese str., 1,274, Marakani, 22nd October—Newchwang 17th October, General—Mitsui Bussan Kaisha.

HAIMON, British str., 615, J. W. Evans, 22nd October—Swatow 21st October, General—Douglas, Lapraik & Co.

HANOT, French str., 739, G. Bouchier, 21st October—Pakhoi 19th October, Rice and General—A. R. Marty.

HUICHOW, British str., 22nd October—Canton.

MINNESOTA, American str., 1,325, T. W. Garlick, 22nd October—Seattle 18th October, General—Nippon Yusen Kaisha.

PONGTONG, German str., 907, F. Botsch, 22nd October—Tientsin 19th October, Sugar—Butterfield & Swire.

PROMETHEUS, British str., 5,570, B. Woodgill, 21st October—Singapore 19th October, General—Butterfield & Swire.

YAWATA MARU, Japanese str., 3,816, I. Sekino, 22nd October—Nagasaki 18th October, General—Nippon Yusen Kaisha.

MCENSANG, British str., 1,129, P. H. Rolfe, 22nd October—Manila 19th October, General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

October 22nd.

C. F. LAUREN, German str., for Calcutta.

CHIPPING, British str., for Singapore.

GUNTER, British str., for Shanghai.

HUGHES, British str., for Newchwang.

L. SCHRIER, Norwegian str., for Bangkok.

MIYASAKI MARU, Jap. str., for Singapore.

M. JENSEN, German str., for Hoihow.

PROMETHEUS, British str., for Shanghai.

SUNG KIANG, British str., for Hoihow.

DEPARTURES

October 22nd.

EASTERN, British str., for Kobe.

FRI, Norwegian str., for Canton.

G. ARCAN, British str., for Calcutta.

HAYASHI, British str., for Swatow.

HICHOH, British str., for Shanghai.

HICHOH, British str., for Canton.

KONGWAI, German str., for Swatow.

KWANGSHAI, Chinese str., for Canton.

KWONGSANG, British str., for Canton.

NERA, French str., for Europe.

NINGPO, British str., for Shanghai.

SADO MARU, Japanese str., for Moji.

TEXA, British str., for Manila.

TRIEMER, German str., for Macao.

SHIPPING REPORTS

The British str. *Prometheus* reports: Strong N.E. wind and heavy sea.

The British str. *Yamaguchi* reports: Strong N.E. winds and rough sea.

PASSENGERS

ARRIVED.

Per *Fuuta Marie*, for Hongkong, from Japan, etc., Mr. and Mrs. R. Hancock and child, Mrs. Takeyama and 2 children, Mrs. K. F. Taylor, Madame L. Bentham, Miss Marion Hirst, Miss Bock, Miss Mercie de Souza, Miss Melina Alvares, Miss Natalia Alvares, Miss Noelia Augusta, Mr. W. M. Nish, Mr. C. E. Watson, Mr. C. N. Walker, Mrs. G. Yamawaki and child, Mrs. M. Taguchi, Mr. B. Naitani and Mr. K. Kato.

Per *Minnetonka*, from Seattle, etc., for Hongkong, Captain A. F. Whitehead, Mrs. A. F. Whitehead, Mr. A. H. Du Bois, Mrs. H. A. Du Bois, Miss R. Hill, Miss A. S. Kelly, Mr. H. O. Collins, Miss C. Collins, Miss G. Rowley, Mr. H. A. Castro, Mr. C. V. Koenig, Mrs. M. Ollie, Mr. E. R. Lyons, Mr. and Mrs. E. R. Marriott, Mr. C. F. McWilliams, Mr. G. M. Lack, Mr. C. T. Nichols, Miss I. K. Grenville, Mr. J. H. Moore, Miss M. Moore, Mr. and Mrs. E. Strasburg, Mr. F. E. Samuel, Dr. A. H. Woods, Mrs. F. Woods and 4 children, Mr. W. Withington, Mrs. J. D. Withington, Mr. R. D. Mead, Mr. W. R. Dovey, Mr. G. Harwood, Mr. O. A. Stevens, Mr. B. E. Miller, Mr. P. M. Scott, Mr. E. Christensen, Mr. C. A. Dagg, Mr. M. Andres, Mr. J. S. Brock.

DEPARTED.

Per *Sado Maru*, for Seattle, etc., Mr. Gilchrist, Mr. W. W. Coleman, Capt. A. T. Hunt and servant and Mr. A. M. dos Santos.

LATEST STEAMER MOVEMENTS.

The O.S.K. str. *Seattle Maru*, from Tacoma, left Manila for this port on the 21st October, p.m., and is expected to be here on the 24th October, a.m.

The str. *Koishi* left Singapore on the 21st October, a.m., is expected to arrive in Hongkong on the 27th October, a.m., and will leave most likely on the same day for Nagasaki and Vladivostok.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the R.M.S. *Monteagle*, which left Hongkong on the 5th October and Yokohama on the 14th October. The message was despatched on the 20th October, at 8 p.m., when the vessel was 1,908 miles distant from Japan, the Commander advising all well, and that fine weather is being experienced.

For SHANGHAI.

"INDIA."
The P. & O. S. N. Co.'s Steamship
Captain G. W. Gordon, R.N.R., will leave for Shanghai on FRIDAY, 25th inst., at daylight. For Freight or Passage, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 22nd October, 1912. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BEETH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	R. P. Martin, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
LONDON, via Suez Canal	DELTA	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NASHIN	Brit. str.	—	Geisler	HAMBURG-AMERICA LINE	About 30th inst.
HAVRE, BREMEN & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	To-day.
HAVRE & HAMBURG, &c.	ABGADIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERICA LINE	On 5th Nov.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Hennecke	HAMBURG-AMERICA LINE	On 20th Nov.
LARSEN, LONDON & ANTWERP via SINGAPORE, &c.	SPESIA	Ger. str.	k. w.	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 28th inst.
ROTTERDAM & ANTWERP	KITANO MARU	Jap. str.	—	W. E. Cope	SHAW, TOMES & Co.	On 6th Nov., at D'light.
ROTTERDAM & HAMBURG &c.	GLENFARO	Brit. str.	—	W. L. Hartnell	HAMBURG-AMERICA LINE	On 26th inst.
HAMBURG &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 31st inst.
VICTORIA, B.C. & TACOMA via JAPAN &c.	SENEGAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERICA LINE	On 4th Nov.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSSEN KAISHA	On 31st inst., at 2 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	YOKOHAMA MARU	Jap. str.	—	N. Noda	NIPPON YUSEN KAISHA	On 5th Nov., at Noon.
VICTORIA, VANCOUVER, B.C. SEATTLE & TACOMA, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSSEN KAISHA	On 12th Nov., at 2 p.m.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	LORE CURTIS	Brit. str.	—	F. Prosch	THE BANK LINE LTD.	On 20th Nov.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	DEERFLINGER	Ger. str.	—	White	MELCHERS & Co.	On 30th inst., at 10 a.m.
BOSTON & NEW YORK via SUEZ CANAL	CHINA	Am. str.	—	Hangdon	ARNHOLD, KARBURG & Co.	About 31st inst.
BOSTON & NEW YORK via SUEZ CANAL	JESERIC	Am. str.	—	White	ARNHOLD, KARBURG & Co.	About 25th Nov.
BALTIMORE & NEW YORK via SUEZ CANAL	CITY OF BARODA	Am. str.	—	A. H. Smith	THE BANK LINE, LIMITED	About 5th Nov.
VANCOUVER via SHANGHAI, JAPAN, &c.	INDRAKUALA	Brit. str.	—	W. Davison	JARDINE, MATHESON & Co., Ltd.	About 14th Nov.
VANCOUVER via SHANGHAI, JAPAN, &c.	SAINT PATRICK	Brit. str.	2 m.	A. G. Stevens	CANADIAN PACIFIC R. Co.	On 26th inst., at 6 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. G. Stevens	CANADIAN PACIFIC R. Co.	On 14th Dec., at 6 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTEAGLE	Am. str.	—	T. Sekino	PACIFIC MAIL S.S. Co.	To-day, at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	E. Klugkist	TOYO KAISEN KAISHA	On 29th inst., at Noon.
COPENHAGEN & BALIC PORTS.	PERBIA	Am. str.	—	E. Finlayson	PACIFIC MAIL S.S. Co.	On 12th Nov., at 1 p.m.
AUSTRALIAN PORTS via MANILA	JAPAN	Swed. str.	—	T. Sekino	ARTHUR NIELSON & Co.	About 28th inst.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	Nippon Yusen Kaisha	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS	COLENS	Ger. str.	—	Melchers & Co.	MELCHERS & Co.	On 2nd Nov., at 9 a.m.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 4th Nov.
CAPEPORTS via MAURITIUS.	EASTERN	Brit. str.	—	Gibb, Livingston & Co.	GIBB, LIVINGSTON & Co.	On 9th Nov., at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	DUNDEE	Jap. str.	—	The Bank Line Limited	THE BANK LINE LIMITED	Beginning of January.
YOKOHAMA & KOBÉ	HONGKONG MARU	Jap. str.	—	C. H. Lane	TOYO KAISEN KAISHA	On 3rd Dec., at Noon.
YOKOHAMA & KOBÉ	LAWADA	Brit. str.	—	H. Fraser	JARDINE, MATHESON & Co., Ltd.	About 31st inst.
KOBÉ & YOKOHAMA	HIRANO MARU	Jap. str.	—	L. Y. Archdeacon	NIPPON YUSEN KAISHA	On 10th Nov., at Noon.
KOBÉ & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 12th Nov.
JAPAN	TUJIAWONG	Dut. str.	—	E. Mooney	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
TIENTSIN via SWATOW, WEIHAIWEI & CHEFOO	CHIPPING	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
TSINGTAU, WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, KOBÉ & MOJÍ	FOOKSANG	Brit. str.	—	Naguchi	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, MOJÍ & KOBÉ	BOMBAY MARU	Jap. str.	—	Benson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	CHIHWA	Brit. str.	1 m.	Brehmer	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, KOBÉ & YOKOHAMA	GAYBORN	Ger. str.	k. w.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 25th inst., at D'light.
SHANGHAI, KOBÉ & YOKOHAMA	INDIA	Swed. str.	—	J. B. Harris	ARTHUR NIELSON & Co.	On 26th inst., at M'night.
SHANGHAI, KOBÉ & YOKOHAMA	FEIKING	Brit. str.	1 m.	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at D'light.
SHANGHAI, KOBÉ & YOKOHAMA	SWATOW	Brit. str.	—	M. Moohide	NIPPON YUSEN KAISHA	About 27th inst.
SHANGHAI, KOBÉ & YOKOHAMA	DENBIGHSHIRE	Brit. str.	—	H. Behn	MELCHERS & Co.	On 28th inst.
SHANGHAI, KOBÉ & YOKOHAMA	JINSEY MARU	Jap. str.	—	L. Jones	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	YORK	Ger. str.	—	H. Powell	P. & O. S. N. Co.	About 31st inst.
SHANGHAI, MOJÍ, KOBÉ & YOKOHAMA	NILE	Brit. str.	—	Norrell	SANDER, WILKES & Co.	On 4th Nov., at D'light.
SHANGHAI	BOMENIA	Am. str.	—	Y. Yamamoto	ARTHUR NIELSON & Co.	On 17th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	CETLON	Swed. str.	—	K. Tashira	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TUJODAS	Dut. str.	—	T. Fuchigami	OSAKA SHOSSEN KAISHA	To-day, at Noon.
FOOCHOW via SWATOW & AMOY	KAILO MARU	Jap. str.	—	J. W. Evans	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 a.m.
ANPING & TAKAO via SWATOW & AMOY	SOSUO MARU	Jap. str.	—	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 27th inst., at Noon.
TAMSIU via SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 29th inst., at 11 a.m.
SWATOW	LAIMUN	Brit. str.	2 h.	P. H. Rolfe	DOUGLAS LAFRAIK & Co.	On 1st Nov., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAICHONG	Brit. str.	2 h.	Sidford	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 2 p.m.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	Laak	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW	HAIVANG	Brit. str.	2 h.	Miller	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at 2 p.m.
MANILA, MANGARIN, ILOILO & CEBU	KAIFONG	Brit. str.	1 m.	Brady	SHAW, TOMES & Co.	On 7th Nov., at 4 p.m.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	M. Yoshikawa	NIPPON YUSEN KAISHA	Quick despatch.
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 28th inst.
BATAVIA, CHEBIBON, SAMARANG, &c.	TUJIAKAP	Dut. str.	—	W. J. Hishop	DAVID SASSOON & Co., Ltd.	On 26th inst., at Noon.
BOMBAI via SINGAPORE & COLOMBO	RANGON MARU	Jap. str.	—	F. Sembli	MELCHERS & Co.	On 2nd Nov.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	E. de Catalano	BUTTERFIELD & SWIRE	On 27th inst., at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	HAKEATA MARU	Jap. str.	—		MESSAGERIES MARITIMES	To-day, at 9 a.m.
SINGAPORE, PENANG & CALCUTTA	DILWARA	Brit. str.	—			
KUDAT & SANDAKAN	BORNEO	Ger. str.	—			
HAI PHONG	SINGAN	Brit. str.	—			
KWANG CHOW WANG & HAIPHONG	ST-KIANG	Frech. str.	—			

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & MOJÍ	"FOOKSANG"	Wedday, 23rd Oct., Noon.
TIENTSIN via SWATOW, WEI	"CHIPSHING"	Wedday, 23rd Oct., Noon.
SHANGHAI, KOBÉ & MOJÍ	"CHIPPING"	Wedday, 23rd Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 26th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 26th Oct., 2 p.m.
SHANGHAI	"KWONGSANG"	Sunday, 27th Oct., D'light.
MANILA	"LOONGSANG"	Saturday, 2nd Nov., 2 p.m.

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtsze, Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taigang and Newchwang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,** GENERAL MANAGERS. [15]

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP	"DEN OF GLAMIS"	About 23rd Oct.
SHANGHAI, KOBÉ & YOKOHAMA	"DENBIGHSHIRE"	About 26th Oct.
LONDON & ANTWERP	"FLINTSHIRE"	About 14th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated endways, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged. * Does not carry passengers. For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,** AGENTS. Hongkong, 22nd October, 1912. [59]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "LAWADA" 3,269 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBÉ on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**

Telephone No. 215.

Hongkong, 21st October, 1912. [2]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA."

Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 26th October, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOREA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer, proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "ARABIA," due in London on the 7th December, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **H. W. D. SHALLARD,** Acting Superintendent, Hongkong, 14th October, 1912. [1]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC."

Captain White, will be despatched as above on SATURDAY, the 26th October.

For Freight, apply to **ARNHOLD, KARBURG & Co.,** General Agents, Hongkong, 19th September, 1912. [1103]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

THE Steamship

"GLENFARO."

Captain W. L. Hartnell, will be despatched for BOMBAY and ANTWERP on SATURDAY, the 26th October.

This Steamer has excellent accommodation for 26 Saloon Passengers.

Electric Light.

Fans in every Cabin.

SALOON FARE £25.

For Freight or Passage, apply to **SHEWAN, TOMES & Co.,** Agents, Hongkong, 19th October, 1912. [1212]

THE "INDRA" LINE, LIMITED.

FOR BALTIMORE AND NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAKUALA."

Captain A. H. Smith, will be despatched as above about the 5th November.

This Steamer has superior accommodation for a limited number of First Class Passengers.

FARE:

to BALTIMORE or NEW YORK, £35.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** Agents, Hongkong, 17th October, 1912. [1230]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BALTIMORE AND NEW YORK.

S.S. "SAINT PATRICK" ...

On or about 14th Nov.

For Freight and further information, apply to **DODWELL & Co., Ltd.,** Agents, Hongkong, 17th October, 1912. [1091]

THE AMERICAN AND MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA	25th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	26th Oct.	See Special Advertisement.
LONDON and ANTWERP	NANKIN	About 30th Oct.	Freight and Passage.
VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. Owen Jones, R.N.R.		
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. H. Powell	About 31st Oct.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 22nd October, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAU, WEIHAIWEI & TIENTSIN	"HUICHOW"	On 23rd Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 24th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 25th Oct., 10 A.M.
HAIPHONG	"KAI FONG"	On 27th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"CHENAN"	On 31st Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAI FONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—

Hongkong, 23rd October, 1912. TELEPHONE 36. AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFARTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. BAYERN	24th Oct.
S.S. LIBERIA	7th Nov.
S.S. ALESIA	19th Nov.
S.S. SAMBIA	5th Dec.
S.S. VANDALIA	17th Dec.
S.S. BRISGAVIA	3rd Jan.

FOR HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ	23rd Oct.
FOR MARSEILLES, HAMBURG & ANTWERP:	S.S. SPEZIA	28th Oct.
FOR ROTTERDAM & HAMBURG:	S.S. SACHSEN	31st Oct.
FOR HAMBURG:	S.S. SENEGAMBIA	4th Nov.
FOR HAVRE & HAMBURG:	S.S. ALCADIA	5th Nov.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	20th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th October, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. O. Passmore	FRIDAY, 25th Oct., at 11 A.M.
"HAIYANG"	Capt. J. S. Roach	TUESDAY, 29th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 1st Nov., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 23rd Oct., at 11 A.M.
		SUNDAY, 27th Oct., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd October 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	15th Nov.	On 9th Nov. Noon. On 7th Dec. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., NOON.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEBUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	I. Goto	TUESDAY, 26th Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kanoo	SATURDAY, 4th Jan., at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at SHANGHAI, MOJI, " " " "
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 23rd Oct., at Noon.

FOR TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 27th Oct., at Noon.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 3rd Nov., at Noon.

FOR ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 30th Oct., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 25th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROL,

MANAGER,

Second Floor, No. 1, Queen's Building.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

TONKIN

FAST LINE.

TELEGRAPHY.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 23rd Oct., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPLACEMENT TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	WED'DAY, 5th Nov., at Daylight.
	Capt. F. E. Cope	16,000

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU	TUESDAY, 5th Nov., at Noon.
	Capt. N. Noda	12,500

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	FRIDAY, 25th Oct., at Noon.
	Capt. Sakino	7,000
	NIKKO MARU	FRIDAY, 22nd Nov., at Noon.
	Capt. M. Yagi	9,600

CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU	SATURDAY, 2nd Nov.
	Capt. H. Nomura	12,500

BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU	MONDAY, 28th Oct.
	Capt. M. Yoshikawa	6,000

KOBE and YOKOHAMA	HIRANO MARU	WED'DAY, 23rd Oct., at 4 P.M.
	Capt. H. Fraser	16,000

SHANGHAI, MOJI and KOBE	BOMBAY MARU	WED'DAY, 23rd Oct.
	Capt. T. Noguchi	5,000

NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	WED'DAY, 23rd Oct., at Noon.
	Capt. M. Yagi	9,600

SHANGHAI and KOBE	JINSEN MARU	MONDAY, 26th Oct.
	Capt. M. Machida	5,000

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25
	2nd Class £17

" " LONDON via NEW YORK...	1st Class £55
	2nd Class £40

" " " via MONTREAL...	1st Class £54
	2nd Class £37

Round-the-World, 1st Class throughout, via NEW YORK...	£102
" " " via MONTREAL...	£100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 241.

112-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN ..	10000	Feb. 15	Feb. 21
ASSAYE	7500	February 1	MALOA	12500	Mar. 1	Mar. 7
HIMALAYA ..	7000	February 15	MOOREA	11000	Mar. 15	Mar. 21
DEVANHA ..	8000	March 1	MARMORA ..	10500	Mar. 29	April 4
DELTA	8000	March 15	MEDINA	12500	April 12	April 18
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA ..	10000	May 10	May 16
DEVANHA ..	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd " 24.88 " 27.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave Hongkong	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NOBE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " 23.10 " 25.4

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent.

HUGO C. A. FROMM, HONGKONG.

Newly introduced to HONGKONG.

The famous German

SLEIPNER-CIGARETTE

In boxes of 25 pieces, \$0.80 per box.

Retail:

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 21st October, 1912.

[48-1]

GUSTAV FEILER,

NETZSCHKAU i. VOGT,

MANUFACTURER OF

WORSTED GOODS, WOOLLEN
and UNION CASHMERES.

Hongkong, 21st October, 1912.

[48-3]



Hongkong, 21st October, 1912.

[48-9]

POST OFFICE NOTICE

XMAS AND NEW YEAR PARCELS.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and Countries beyond, will be closed in this office on Friday, the 8th of November, at 5 p.m. This Parcel Mail by the long-sea route via Gibraltar is due to reach London on the 14th of December. Parcels may be forwarded by the same Mail via Brindisi with an extra fee of 60 cents. Parcels to be forwarded are due to reach London on the 14th of December. The following Mail of the 22nd of November is not due in London via Gibraltar, until the 28th of December, via Brindisi on the 29th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All Insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal.

Straight, Curved, Crossed or Dotted Lines are not admissible. Buttons, Coins or Things are not to be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on Letters or Parcels or to seal any article for the Public.

Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

The *Anhui* is due to arrive here to-day, with the Siberian Mail from London of Wednesday and Friday, the 2nd and 4th inst.

The *India*, with the English Mail, left Singapore on Saturday, the 19th inst., at 8 a.m., and may be expected to arrive here to-morrow, at about 6 a.m. This packet brings the Parcel Mail closed in London for despatch by the all sea route on the 18th ultimo and for despatch overland on the 25th ultimo.

FOR	PER	DATE
Haiphong, Pakhoi and Saigon	Michael Jensen	Wednesday, 23rd, 8.00 A.M.
Swatow and Bangkok	Landrat Schief	Wednesday, 23rd, 9.00 A.M.
Straits	C. F. Laeisz	Wednesday, 23rd, 9.00 A.M.
Haiphong, Pakhoi and Saigon	Nyanya	Wednesday, 23rd, 10.00 A.M.
Japan via Nagasaki	Nikko Maru	Wednesday, 23rd, 10.00 A.M.
Swatow	Haimura	Wednesday, 23rd, 10.00 A.M.
Swatow, Amoy and Foochow	Kajio Maru	Wednesday, 23rd, 10.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chipsang	Wednesday, 23rd, 10.00 A.M.
Shanghai, North China, and Japan via Kobe	Fookang	Wednesday, 23rd, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONOLULU, CANADA, UNITED STATES AND SOUTH AMERICA via SAN FRANCISCO	Mongolia
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Macao	Sui Tai	Wednesday, 23rd, 1.15 P.M.
Tientsin, Weihaiwei and Tientsin	Huichow	Wednesday, 23rd, 3.00 P.M.
Hongkong	Tungshing	Wednesday, 23rd, 5.00 P.M.

Haiphong, Pakhoi and Saigon	Hanoi	Thursday, 24th, 9.00 A.M.
Macao	Sui Tai	Thursday, 24th, 1.15 P.M.
Shanghai and North China	Chinhuu	Thursday, 24th, 3.00 P.M.
SHANGHAI AND NORTH CHINA	India	Thursday, 24th, 5.00 P.M.

Swatow, Amoy and Foochow	Haiching	Friday, 25th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	Yavata Maru	Friday, 25th, 11.00 A.M.
Macao	Sui Tai	Friday, 25th, 1.15 P.M.
Philippine Islands	Zafro	Friday, 25th, 3.00 P.M.
Amoy	Tyitajap	Friday, 25th, 4.00 P.M.
Straits, Burma, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, BOYET, and EUROPE via BRINDISI	Kutsang	Saturday, 26th, 10.00 A.M.

(Late Letters 11.00 to Noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted at all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 25th inst., at 5 p.m.	Delta
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Philippine Islands	Yuensang	Saturday, 26th, 1.00 P.M.
Macao	Sui Tai	Saturday, 26th, 1.15 P.M.

SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of India
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Shanghai and North China	Anhui	Saturday, 26th, 5.00 P.M.
Shanghai and North China	Kuowang	Saturday, 26th, 5.00 P.M.
Swatow	Haimura	Sunday, 27th, 9.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

October 22nd.

ON LONDON:	
Telegraphic Transfer	2-1/2
Bank Bills, on demand	2-1/2
Bank Bills, at 30 days' sight	2-1/2
Bank Bills, at 4 months' sight	2-1/2
Credits, at 4 months' sight	2-1/2
Documentary Bills at 4 months' sight	2-1/2
ON PARIS:	
Bank Bills, on demand	261 1/2
Credits, at 4 months' sight	266 1/2
ON GERMANY:	
On demand	212 1/2
ON NEW YORK:	
Bank Bills, on demand	50 1/2
Credits, at 60 days' sight	51 1/2
ON BOMBAY:	
Telegraphic Transfer	154 1/2
Bank, on demand	154 1/2
ON CALCUTTA:	
Telegraphic Transfer	154 1/2
Bank, on demand	154 1/2
ON SHANGHAI:	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA:	
On demand	100 1/2
ON MANILA:	
On demand	101 1/2
ON SINGAPORE:	
On demand	89 1/2
ON BATAVIA:	
On demand	124 1/2
ON HAIPHONG:	
On demand	1 1/2 p.m.
ON SAIGON:	
On demand	72 1/2
ON BANGKOK:	
On demand	72 1/2
Sovereigns, Bank's Buying Rate	9.60
GOLD LEAF, 100 fine, per tael	50.50
BANK SILVER, per oz.	29 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	4.93 discount
Chinese	10	5.83
Hongkong	20	4.80
Hongkong	10	5.80

MAILS VIA SIBERIA.

London	Due
Date	Shanghai
October 2nd.	October 19th.
October 6th.	October 21st.

SHARE LIST.—QUOTATIONS.

HONGKONG, 22ND OCTOBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$807
China Borneo Company, Limited	60,000	\$12	all	\$9, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$2.10, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8.40, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 103 1/2, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$67 1/2, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 49
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 98
Green Island Cement Co., Limited	400,000	\$10	all	\$3 1/2, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$24
Hongkong Hotel Company, Limited	12,500	\$50 1/2	all	\$114
Manila Metropole Hotel Limited	15,000	P. 10	all	\$74
Hongkong Ice Company, Limited	15,000	\$25	all	\$8 1/2
Hongkong Ropes Manufacturing Co., Limited	60,000	\$10	all	\$200
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$19
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$255
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$135, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$359, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$30	\$193, buyers @
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$103 1/2, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.80, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$52 1/2, buyers
Manchappij tot Mijn, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 55, sales
MINE.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	34, sellers
Tronoh Mines, Limited	160,000	\$1	all	70 1/2
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	4 1/2
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$1
Philippine Co., Limited	50,000	\$10	all	\$1
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$32 1/2, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$8 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$28
Indo-China Steam Navigation Co., Ltd.	50,000 pref.	\$5	all	\$66 1/2, L/don
Shell Transport & Trading Co., Limited	50,000 def.	\$1	all	104 1/2, sellers
Star Ferry Company, Limited	2,500,000	\$10	all	\$47, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8, buyers
Watkins, Limited	10,000	\$10	all	\$3, cal. & buy.
A. S. Watson & Co., Limited	90,000	\$10	all	\$3 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$9 1/2
Union Waterboat Co., Limited	100 shares	\$10	all	\$300.
	50,000	\$10	all	\$11, sales

Daily Wire				
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Far.
VERNON & SYMTH, Share Brokers				

TO-DAY		TO-NIGHT	
Noon—Canton Insurance Office, Ltd., Meet- ing of Shareholders.		9.15 P.M.—Bijon Scenic Theatre.	
TO-NIGHT		TO-NIGHT	
9.15 P.M.—Bijon Scenic Theatre.		9.15 P.M.—Bijon Scenic Theatre.	

FORTHCOMING EVENTS.		OPIMUM.	
Friday, 25th Oct.—		October 15th.	
9 P.M.—“A Pair of Spectacles,” by the Hongkong A.D.C. at the Theatre Royal.		Quotations are—	
Saturday, 26th Oct.—		Malwa New	\$2,925/2,950 per picul.
9 P.M.—“A Pair of Spectacles,” by the Hongkong A.D.C. at the Theatre Royal.		Malwa Old	\$2,965/2,975
Tuesday, 29th Oct.—		Malwa Older	\$2,990/3,000
Noon—Hongkong and South China Steam Fisheries Co., Ltd., Meeting of Shareholders.		Malwa V. Old	\$3,025/3,050
12.15 P.M.—Hongkong & South China Steam Fisheries Co., Ltd., Extraordinary Meeting.		Persian fine quality	\$1,200
Wednesday, 30th Oct.—		Persian extra fine	\$1,400
2 P.M.—French Convent Bazaar at City Hall.		Fatma New	\$3,500
		Fatma Old	\$3,650
		Beasse New	\$3,550
		Beasse Old	\$3,550

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“Three
Castles”

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TOBACCO COMES FROM
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BETTER BRAND THAN
THE ‘THREE CASTLES’”

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[29]

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34

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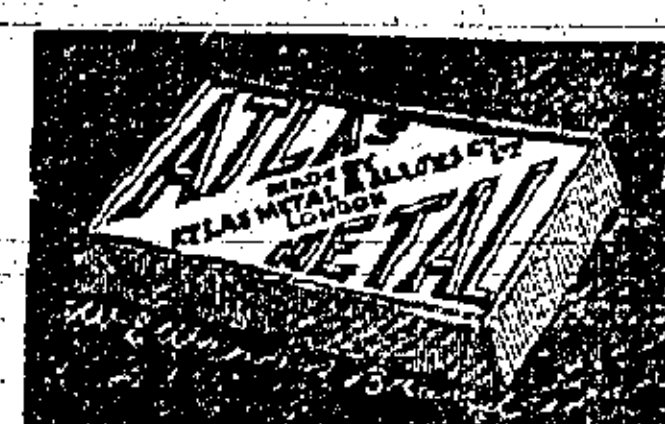
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